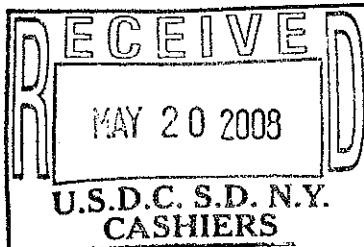


062-08/WLJ/JPG
 FREEHILL HOGAN & MAHAR LLP
 Attorneys for Plaintiff
 OCEANWISE SERVICES GMBH
 80 Pine Street
 New York, NY 10005
 (212) 425-1900
 (212) 425-1901 fax

William L. Juska (WJ 0772)
 Jan P. Gisholt (JG 3768)

08 CV 4722



UNITED STATES DISTRICT COURT
 SOUTHERN DISTRICT OF NEW YORK

OCEANWISE SERVICES GMBH,

-----x
 08-Civ-

Plaintiff,

- against -

HO FENG MARITIME S.A.,

VERIFIED COMPLAINT

Defendant.
 -----x

Plaintiff OCEANWISE SERVICES GMBH (hereinafter "OCEANWISE"), by its attorneys Freehill, Hogan & Mahar, LLP, as and for its Verified Complaint against Defendants HO FENG MARITIME S.A. (hereinafter "HO FENG") allege upon information and belief as follows:

1. This is an admiralty and maritime claim within the meaning of Rule 9(h) of the Federal Rules of Civil Procedure in that it involves a claim for the breach of a maritime contract of charter party. This case also falls under this Court's admiralty and maritime jurisdiction pursuant to 28 U.S.C. §1333. Jurisdiction is also proper pursuant to the Court's federal question jurisdiction pursuant to 28 U.S.C. §1331. Federal jurisdiction also exists because the action

arises under the New York Convention on the Recognition and Enforcement of Foreign Arbitral Awards at 9 U.S.C. §201 *et seq.* and/or the Federal Arbitration Act, 9 U.S.C. §1 *et seq.*

2. At all times relevant hereto, Plaintiff OCEANWISE SERVICES GMBH was and still is a foreign business entity duly organized and existing under the laws of a foreign country with an address at Fuerstenwall 146, 40217 Düsseldorf, Germany.

3. At all times relevant hereto, Defendant HO FENG MARITIME S.A. was and still is a foreign business entity existing under the laws of a foreign country with an office and place of business at 642, Bo-ai 2nd Road, Zuoying District, Kaohsiung, China, Republic of Taiwan.

4. OCEANWISE, as disponent owner,¹ entered into a maritime contract of charter party with HO FENG, as charterer, under a charter recapitulation dated July 18, 2006 (the “Charter”) to carry 14,000 metric tons of steel coils (plus or minus 5% in HO FENG’s option) from Kaohsiung, Taiwan to Setubal, Portugal. The agreed dates for the shipment were between August 21 and August 27, 2006². A copy of the Charter is annexed hereto as Exhibit A.

5. The Charter with HO FENG to carry the 14,000 metric tons of steel from Kaohsiung, Taiwan to Setubal, Portugal served as the main or “base” cargo around which other cargo booking contracts were to be made.

6. OCEANWISE entered the charter market to secure a suitable vessel to carry the contracted 14,000 metric ton base cargo along with other completion cargo parcels.

7. Based on having the contract for the 14,000 metric ton parcel with HO FENG in-hand, OCEANWISE concluded another maritime transportation contract with Ever Century

¹ OCEANWISE did not own the vessel that was to carry the booked cargo, but instead was to charter it from another entity.

² The agreed dates for a shipment or “laydays” are the window of time during which a ship owner must tender its ship for the loading of a cargo. The charterer is not obliged to start loading before the commencement of laydays. The charterer may cancel the charter if the ship does not tender prior to the expiration of laydays (which is called the canceling date). Laydays are also referred to as “lay/can.”

Investments Limited for the transportation of 5,000 metric tons of steel coils and plates (plus or minus 5%) from Shanghai, China to Bilbao, Spain, at \$67 per metric ton, with agreed laydays between August 12 and August 20, 2006. A copy of the charter party recapitulation for the 5,000 metric ton completion cargo is annexed hereto as Exhibit B.

8. On August 11, 2006, Defendant HO FENG breached the Charter with OCEANWISE by canceling the contract for the transportation of 14,000 the metric tons of steel coils from Kaohsiung, Taiwan to Setubal, Portugal (*see* Exhibit C), resulting in OCEANWISE's loss of profit of **\$213,850.00**. *See* Exhibit D.

9. As a result of HO FENG's breach of Charter, OCEANWISE did not have sufficient cargo to charter-in its own vessel and OCEANWISE was forced to mitigate damages by booking the 5000 metric ton steel cargo on another vessel. (The actual quantity shipped was 5,128.223 metric tons aboard the M/V HABIBE ANA.) The loss in freight based on having to book this cargo on another vessel amounts to **\$33,921.89**. *See* Exhibit E.

10. The Charter between OCEANWISE and HO FENG provides for disputes to be resolved by arbitration at London, England, with English law to apply. *See* Exhibit A, Clause 18.

11. OCEANWISE satisfied all of its obligations under the charter with HO FENG.³

12. In all, HO FENG owes OCEANWISE for damages for breach of Charter in the sum of **\$247,771.89**, no part of which has been paid, though duly demanded.

13. OCEANWISE has commenced arbitration in London with HO FENG pursuant to the terms of the Charter.

³ It should be noted that HO FENG breached its contract on August 11, 2006, six days before OCEANWISE was required to nominate a performing vessel under the Charter (August 17, 2006).

14. This action is brought *inter alia* pursuant to 9 U.S.C. §8 in order to obtain security for OCEANWISE's claims made or to be made in arbitration in London, England under English law, as agreed by the parties.

15. As a regular feature of English law and arbitration, attorneys fees are awarded to the successful litigant, along with costs, disbursements and the cost of the arbitration, all of which constitutes a part of the Plaintiffs' claim and the amount sued for herein.

16. OCEANWISE estimates that it will incur approximately **\$80,000.00** in awardable attorneys fees, disbursements, and costs of the arbitration.

17. Interest is also typically awarded under English law and arbitration, regularly at the rate of LIBOR plus 1-2% compounded quarterly (approximately 7.5%). OCEANWISE estimates that it will be awarded approximately \$19,235.00 in interest per annum. OCEANWISE estimates that the arbitration in this action will be resolved in approximately two and one-half years. Accordingly, OCEANWISE estimates that it will be awarded approximately **\$48,087.50** in interest, which also constitutes a part of the Plaintiff's claim and the amount sued for herein.

18. In all, the claim for which OCEANWISE sues in this action, as near as presently may be estimated, totals **\$375,552.14**, no part of which has been paid by HO FENG. OCEANWISE specifically reserves its right to amend this figure and to seek an increase in the amount of security should such sum appear to be insufficient to fully secure OCEANWISE.

19. Upon information and belief, and after investigation, Defendant HO FENG cannot be "found" within this district for the purpose of Rule B of the Supplemental Rules of Certain Admiralty and Maritime Claims, but Plaintiff is informed that Defendant has, or will shortly have, assets within this District comprising, *inter alia*, cash, funds, credits, debts, wire transfers,

electronic funds transfers, accounts, letters of credit, freights, sub-freights, charter hire and/or sub-charter hire, of, belonging to, due to, from, or for the benefit of Defendant HO FENG (hereinafter, "ASSETS"), including but not limited to "ASSETS" at, being transferred through, or being transferred and/or wired to or from banking institutions or such other garnishees who may be served with a copy of the Process of Maritime Attachment and Garnishment issued herein.

WHEREFORE, Plaintiff OCEANWISE prays:

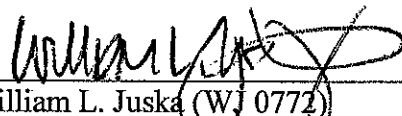
- a. That process in due form of law according to the practice of this Court issue against the Defendant, citing it to appear and answer under oath all and singular the matters alleged, failing which a default will be taken against it in the principal amount of **\$247,771.89** plus interest, costs and attorneys fees;
- b. That since Defendant cannot be found within this District pursuant to Supplemental Rule B, all tangible or intangible property of the Defendant, up to and including the sum of **\$375,552.14**, be restrained and attached, including but not limited to any cash, funds, credits, debts, wire transfers, electronic funds transfers, accounts, letters of credit, freights, sub-freights, charter hire, sub-charter hire, and/or any other property of, belonging to, due to, from, or for the benefit of Defendant (collectively "ASSETS"), including but not limited to such "ASSETS" as may be held, received or transferred in its own name or as may be held, received or transferred for its benefit at, through, or within the possession, custody or control of such banking institutions and/or any such other garnishees who may be served with a copy of the Process of Maritime Attachment and Garnishment issued herein; and

- c. That this Court retain jurisdiction over this matter for purposes of any subsequent enforcement action as may be necessary; and,
- d. For such other, further and different relief as this Court may deem just and proper in the premises.

Dated: New York, New York
May 19, 2008

FREEHILL HOGAN & MAHAR, LLP
Attorneys for Plaintiffs
OCEANWISE SERVICES GMBH

By:



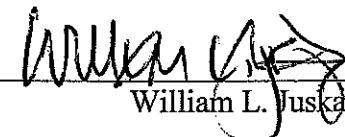
William L. Juska (W) 0771
Jan P. Gisholt (JG) 3768
80 Pine Street
New York, NY 10005
(212) 425-1900
(212) 425-1901 fax

ATTORNEY VERIFICATION

State of New York)
) ss.:
County of New York)

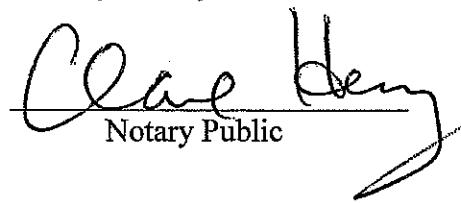
WILLIAM L. JUSKA, being duly sworn, deposes and says as follows:

1. I am a partner with the law firm of Freehill Hogan & Mahar, LLP, attorneys for Plaintiff in this action, I have read the foregoing Verified Complaint and know the contents thereof, and the same is true to the best of my knowledge, information and belief.
2. The sources of my information and the grounds for my belief are communications, information and documentation provided by our client.
3. The reason this verification is made by an attorney and not by the Plaintiff is because the Plaintiff is a foreign entity, none of whose officers are presently within this Judicial District.



William L. Juska

Sworn to before me this
19th day of May, 2008



Clare Henry
Notary Public

CLARE HENRY
Notary Public, State of New York
No. 01HE4831498
Qualified in Kings County
Certificate in New York County
Commission Expires October 31, 2009



Exhibit A

Ex. A

mail@ocean-wide.net

Von: Davis Leung [anfari@anfari.com.hk]
Gesendet: Dienstag, 18. Juli 2006 12:59
An: DD/OCEANWIDE
Cc: ANFARI
Betreff: 14.000 MTS 5 PCT MOLCHOPTN - KAO/ SETUBAL PORTUGAL

INO/DAVIS

FROM MOTION/TAIPEI

RE: 14 K STL COIL KAO TO SETUBAL

=====
CHTS CFM USD49 PMT FIO 1/1. HEREBY PLS ASK OWNERS TO CFM
RECAP IN ORDER :

QTE -

- CHTRS: HO FENG MARITIME S.A. GUARANTEED BY
SHANG SHING INDUSTRIAL CO., LTD
- OWNERS: OCEANWISE SERVICES GMBH GUARANTEED BY
IMT SHIPPING AND CHARTERING GMBH WITH
SAME ADDRESS:
FUERSTENWALL 146, 40217 DUESSELDORF
- PERFORMER TB HANDymax/PANAMAX GRID/GLSS IN OWNERS OPTION
MAX 25YRS HIGHEST CLASS/PAND COVERED
OWNERS TO DECLARE PERFORMING VESSEL 10 DAYS PRIOR
TO ETA KAO PORT AND THE NOMINATED VESSEL TO BE FOR
TRADER/RECIPIENTS APPROVAL ONE WORKING DAY AFTER
NOMINATION.
- CARGO 14000 MT STEEL COIL MAX 25T/UNIT 5% MOI,CO
MAX 3 TIERS LOADING
- ISBP KAOHSIUNG (MAX DRAFT 10.35 METERS) / ISBP SETUBAL
- LYCN 21-27/AUG/2006
- FRT USD49.00 PMT FIOST 1/1
- L/S/D AND TAIWAN BERTH TERMS COST TO BE FOR CHARTERERS ACCOUNT
- SHORE CRNE BOTH ENDS TO BE FOR OWNERS ACCT AND
ARRNAGEMENT IF VESSEL IS GEARLESS OR GEAR NOT CAPABLE TO LIFT
CHARTERERS INTENDED
- OWNERS SATISFY THEM SELF FOR BOTH LOADING/DISCHARGING PORT
RESTRICTION
- CHARTERERS AGENT AT LOADING PORT WITH REASONABLE PORT DISBURSEMENT
APPROVED BY OWNERS AND OWNERS AGENT AT DISCHARGING PORT
- I/D RATE: CQD BENDS

- DETENTION: USD17000 PDPR IF CARGO AND OR CARGO DOCUMENTS NOT READY UPON VESSEL ARRIVAL., DETENTION TIME TO BE COMMENCED TO CUTTER AS PER GENCON 1PM/8AM
- AS PART CARGO IN OWNERS OPTION, SEPARATION IF REQUIRED TO BE FOR OWNERS ACCOUNT AND ARRANGEMENT
- TAIWAN FREIGHT TAX IF ANY TO BE FOR OWNERS ACCOUNT.
- COMM TOTAL 3.75 % HERE IAC (2.5 + 1.25 ANFARI HK)
- OTHER AS PER PRESENT VOYAGE MV IRAN KERMANSHAH CUTTER PARTY DATE 31/MAY/2006
- / ADDENDUM NO.1 DATED 20/JUNE/2006
- SUB STEM 1800 HRS 19/JULY/2006 (WED..)

END

UNQIT.-

ABOVE TERMS BASING ON THE LAST FIXTURE RECUP WE SENT FR PRESENT VOYAGE DATED 31/MAY/PM 2154 HRS OUR TIME FR YR EASY REF.

PLS CFM ABOVE IN ORDER

RGDS/SUSIE

1 Shipbroker

MOTION MARINE CO. LTD

1 Owners / Place of business (Cl. 1)

OCEANWIDE SERVICES GMBH
GUARANTEED BY IMT SHIPPING AND CHARTERING
GMBH

5 Vessel's name (Cl. 1)

PERFORMING VESSEL TO BE NAMED

7 T (MT) All load on summer load line in metric tons (abt.) (Cl. 1)

RECOMMENDEDTHE BALTIC AND INTERNATIONAL MARITIME COUNCIL
UNIFORM GENERAL CHARTER (AS REVISED 1922, 1976 and 1994)
(To be used for trades for which no specially approved form is in force)
CODE NAME: "GENCON"

Part I

2 Place and date

TAIWAN, 28th APRIL, 2006

4 Charterers/Place of business (Cl. 1)

HO FENG MARITIME S.A. TAIWAN

6 GRT/NRT (Cl. 1)

9 Expected ready to load date (Cl. 1)

8 Present position (Cl. 1)

TRADING

10 Loading port or place (Cl. 1)

'E SAFE BERTH; ONE SAFE PORT OF
KAOHSIUNG; TAIWAN

11 Discharging port or place (Cl. 4)

ONE SAFE BERTH OF ONE SAFE PORT,
SETUBAL, PORTUGAL

12 Cargo/no state quantity and margin in Owner's option, if agreed, if full and complete cargo not agreed state "part cargo" (Cl. 1)

**15500 MT HOT ROLLED COILS WITH MAX 25T/ UNIT, 5% MORE OR LESS
IN CHARTERERS OPTION**

13 Freight rate (also state whether freight: prepaid or payable on delivery) (Cl. 4)

USD 46.00 PER METRIC TON UNDER FIOS TERMS

(5 State if vessel's cargo handling gear shall not be used (Cl. 5)

SEE CLAUSE NO. 4

17 Shippers/Place of business (Cl. 6)

SHANG SHING STEEL INDUSTRIAL CO.LTD

18 Agents (loading) (Cl. 6)

WINMAX MJARITIME CORP.

19 Agents (discharging) (Cl. 6)

OWNERS AGENT

20 Demurrage rate and manner payable/loading and discharging (Cl. 7)

ATTENTION CLAUSE SEE RIDER CL. 8

14 Freight payment(state currency and method of payment; also beneficiary and bank account) (Cl. 4)

SEE RIDER CLAUSE NO. 5

16 Laytime (if separate laytime for load, and disch.) is agreed, fill in a) and b) If total laytime for load, and disch., fill in c) only) (Cl. 6)

a)Laytime for loading

CQD

b)Laytime for discharging

DCQ

c)Total laytime for loading and discharging

21 Cancelling date (Cl. 9)

20th JULY, 2006

22.General Average to be adjusted at (Cl. 12)

23 Freight Tax (state if for the Owners' account (Cl. 13C)

SEE CLAUSE 14

24. Brokerage commission and to whom payable (Cl. 15)

25. Law and Arbitration (state 19(a), 19(b) or 19(c) of Cl. 19, if 19(c) agreed also state Place of Arbitration) (if not filled in 19(a) shall apply) (Cl. 19)

SEE RIDER CLAUSE 18

(a) State maximum amount for small claims/shortened arbitration (Cl. 19)

Signature (Owners)

HO FENG MARITIME S.A.

OCEANWIDE SERVICES GMBH

RIDER CLAUSE TO IMT SHIPPING AND CHARTERING TBN WITH C/P DATE 30TH MAY, 2006

1. CHTRS: HO FENG MARITIME S.A. GUARANTEE BY
SHANG SHING INDUSTRIAL INDUSTRIAL CO., LTD

OWNERS: OCEANWISE SERVICES GMBH GUARANTEED BY
IMT SHIPPING AND CHARTERING GMBH WITH
SAME ADDRESS:
FUERSTENWALL 146, 40217 DUESSELDORF

2. PERFORMER TB HANDYMAX/PANAMAX GRD/GLSS IN OWNERS OPTION
MAX 25YRS HIGHEST CLASS/PANDI COVERED
OWNERS TO DECLARE PERFORMING VESSEL 10 DAYS PRIOR
TO ETA KAO PORT AND THE NOMINATED VESSEL TO BE FOR
TRADER/RECEIVERS APPROVAL ONE WORKING DAY AFTER
NOMINATION.

3. LASHING /SECURING / DUNNAGE AND TAIWAN BERTH TERMS COST
TO BE FOR CHARTERERS ACCOUNT AND ARRANGEMENT
WHICH TO BE PERFORMED AS INTERNATIONAL STANDARD AND TO
MASTERS SATISFACTION, THE MASTER SHOULD NOT
UNREASONABLY REQUEST FOR IT.

4. SHORE CRANE BOTH ENDS TO BE FOR OWNERS ACCOUNT AND
ARRANGEMENT IF VESSEL IS GEARLESS OR GEAR NOT CAPABLE
TO LIFT CHARTERERS INTENDED CARGO AS MENTIONED

5. FULL FREIGHT TO BE PAID WITHIN FIVE (5) BANKING DAY AFTER
COMPLETING OF LOADING. IN CASE 'FREIGHT PREPAID' BILL(S)
OF LADING TO BE ISSUED, OWNERS TO RELEASED SAID BILL(S)
OF LADING AGAINST CHARTERERS BANK SLIP OF FREIGHT PAYMENT

FREIGHT TO BE DEEM AS EARNED WHEN CARGO LOADED ONBOARD
DISCOUNTLESS, NON-RETURNABLE WHETHER CARGO AND OR
VESSEL LOST OR NOT LOST.

6. OWNES SATISFY THEM SELF FOR BOTH LOADING/DISCHARGING
PORT RESTRICTION

7. CHARTERERS AGENT AT LOADING PORT WITH REASONABLE PORT
DISBURSEMENT AND OWNERS AGENT AT DISCHARGING PORT

8. DETENTION: USD17000 PDPR IF CARGO AND OR CARGO DOCUMENTS
NOT READY UPON VESSEL ARRIVAL. DETENTION MONEY IF ANY TO BE
SETTLED WITHIN 3 WEEKS AFTER COMPLETING OF LOADING AND
IF ANY AT DISCHARGING PORT TO BE SETTLED WITHIN 3 WEEKS AFTER
COMPLETING OF DISCHARGING

9. COMBINED CARGO ALLOWED, AND OWNERS TO INFORM COMBINED
CARGO DETAILS AND LOADING/DISCHARGING ROTATION UPON
NOMINATION FIXING OWNERS COMBINED CARGO SHOULD NOT BE
HARMFUL TO CHARTERERS INTENDED CARGO, SEPERATION IF REQUIRED
FOR COMBINED CARGO TO BE FOR OWNERS ACCOUNT AND ARRANGEMENT

RIDER CLAUSE TO IMT SHIPPING AND CHARTERING TBN WITH C/P DATE 30TH MAY, 2006

10. THE STEVEDORES DAMAGE TO THE VESSEL, IF ANY, AT BOTH LOADING AND DISCHARGING PORTS, SHALL BE SETTLED BETWEEN OWNERS AND STEVEDORES DIRECTLY SUCH DAMAGES ARE REPORTED BY THE MASTER TO CHARTERERS/AGENTS/STEVEDORES WITHIN 48 HOURS AFTER OCCURRENCE. CHARTERERS HOWEVER TO RENDER UPMOST ASSISTANCE IN SETTLING ANY EVENTUAL STEVEDORE DAMAGE.
11. SHIPPERS/CHARTERERS/RECEIVERS TO HAVE THE OPTION USE FORKLIFTS DURING LOADING AND DISCHARGING OPERATIONS AND OWNERS TO ALLOW THE USE OF FORKLIFTS IN ALL COMPARTMENTS AND WARRANT THAT THE VESSEL IS IN EVERY RESPECTS SUITABLE TO ALLOW FORKLIFTS OPERATION.
12. MASTER/OWNERS TO CABLE TO CHARTERERS VESSEL'S ETA LOADING PORT AT 10/7/5/3/2/1 DAYS INTERVAL, AS WELL AS 20/15/10/7/5/3/2/1 DAYS INTERVAL ETA DISCHARGING PORT NOTICE.
13. SHIPSIDE TALLY TO BE FOR OWNERS' ACCOUNT AND SHORESIDE TALLY TO BE FOR CHARTERERS' ACCOUNTS BOTH ENDS. OWNERS NOT BE RESPONSIBLE FOR THE CARGO WEIGHT LOADED ONBOARD BUT MUST BE RESPONSIBLE FOR THE NUMBER OF PIECES LOADED ONBOARD AND TO SIGN SAME ON MATE'S RECEIPT AS WELL AS IN BILL (S) OF LADING.
14. ANY TAXES/DUES/WHARFAGE ON VESSEL / FREIGHT TO BE FOR OWNERS ACCOUNT AND SAME ON CARGO TO BE FOR CHARTERERS ACCOUNT. TAIWAN FREIGHT TAX IF ANY TO BE FOR OWNERS ACCOUNT.
15. LIGHTERNING/LIGHTERAGE IF ANY TO BE FOR PARTY WHO ORDERING SAME
16. IN CASE ORIGINAL BILLS OF LADING NOT ARRIVAL DISCHARGING PORT BEFORE COMMENCEMENT OF DISCHARGING, OWNERS AGREE TO RELEASE ENTIRE CARGO AGAINST RECEIVERS BANK LOI, FOR WHICH, TO BE FOR CHARTERERS APPROVAL BEFORE RELEASING CARGO TO RECEIVERS.
17. NEW JASON CLAUSE, NEW BOTH TO BLAME COLLISION CLAUSES, CHAMBER OF SHIPPING WAR RISK CLAUSE I + 2, P & I BUNKER CLAUSE ARE DEEMED TO BE INCORPORATED IN THIS CHARTER PARTY. OWNERS GUARANTEE THAT ALL VESSEL'S CERTIFICATE INCLUDING ISM/DOC/P & I / ISPS/CLASS CERTIFICATES ARE VALID DURING THE VOYAGE
REQUIRED CERTIFICATE ISSUED BY SAME ENTITY AS THE BILLS OF LADING CERTIFYING THAT THE CARRYING VESSEL IS ISM CODED CERTIFIED AND ITS OWNERS OR OPERATORS HOLD A CURRENT ISM CODE DOCUMENTS OF COMPLAINECE
18. ANY DISPUTE ARISING UNDER THIS CHARTER PARTY TO BE REFERRED TO ARBITRATION IN LONDON AND ENGLISH LAW TO

APPLY. ONE ARBITRATOR TO BE NOMINATED BY OWNERS AND THE OTHER BY THE CHARTERERS. IN CASE THE ARBITRATORS SO CHOSEN SHALL NOT AGREE, THEN AN UMPIRE TO BE APPOINTED BY THEM. AND THE AWARD OF THE ARBITRATION OF UMPIRE TO BE FINAL AND BINDING UPON BOTH PARTIES. THE ARBITRATORS/ UMPIRE SHALL BE COMMERCIAL AND SHIPPING MEN.

19. IF THERE IS REMARK ON MATE'S RECEIPT OWNERS TO ISSUE 'CLEAN ONBOARD' BILL(S) OF LADING AGAINST SHIPPERS & CHARTERERS SINGLE L.O.I IN OWNERS P & I WORDING
20. OAP IF ANY TO BE FOR CAHRTEREERS ACCOUNT FOR VESSEL'S AGE WITHIN 25 YEAR OLD.
21. OTHER AS PER GENCON 1994
END

AS OWNERS

AS CHARTERERS:

.....
OCEANWISE SERVICES GMBH
GURANTED BY IMT SHIPPING AND
CHARTERING GMBH

.....
HO FENG MARITIME S.A.

mail@ocean-wide.net

Von: Davis Leung [anfari@anfari.com.hk]
Gesendet: Mittwoch, 19. Juli 2006 11:27
An: DD/OCEANWIDE
Cc: ANFARI
Betreff: Fw: KAO/SETUBAL (21-27TH AUG., 2006)

INO/DAVIS

----- Original Message -----

From: susie
To: ANFARI HKG
Sent: Wednesday, July 19, 2006 17:09
Subject: Fw: KAO/SETUBAL

DAVIS/SUSIE

RE: KAO TO SETUBAL

RCVD FLWG FM CHTRS

QTE -

CHTR PLS TO CFM SUBJECT LIFTED FR THE 21-27/AUG SHPMNT.

UNQTE-

RGDS/SUSIE



Ex. B

(A) - CARGO FIXTURE

Post

Von: "Davis Laung" <davlo@enfari.com.hk>
An: "DD/OCEANWIDE" <mail@ocean-wide.net>
Gesendet: Dienstag, 8. August 2006 08:43
Betreff: Fw: ACC EVER CENTURY - 5000 MTG STEEL PLATE - SHANGHAI (REGION NBR. 10) /
BILBAO

INO/DAVIS

CHRS CPM THAT NOW THE LYCN IS 20-27 AUG 2006

+++

=INT SHPG TBN / ACC EVER CENTURY
5000 MTG 5 PCT MOLCOPTN RR PLATES
SHANGHAI (REGION NBR. 10) / BILBAO , SPAIN
LYCN 12-20TH AUG., 2006

THE FIXTURE RECAP

ALL NEGOTIATIONS/EVENTUAL FIXTURE TO BE KEPT STRICTLY PRIVATE AND CONFIDENTIAL

SHIP OWNERS: INT SHIPPING / GERMANY
ACCT: EVER CENTURY INVESTMENTS LIMITED

PERFORMING VSL
TO BE SDRC - MAX 25 YRS OLD
GEARED OR GEARLESS IN OWNER'S OPTION

VSL TO BE NOMINATED 7 DAYS PRIOR VSL'S ETA LOADPORT, SHANGHAI.

2/ 5,000 MTG 5 PCT MOLCO HOT ROLLED PLATES (PLS ADV THE SIZE - PACKING LIST)
3/ LOADING PORT : ISBP SHANGHAI - BERTH NBR. 10
4/ DISCHARGING PORT : ISBP BILBAO, SPAIN

5/ LYCN: 12-20 AUG 2006
6/ L/D RATE: CQD / CQD
7/ FREIGHT USD67.- PMT FIOS L/S/D BSS 1/1

8/ FULL FRT TB PAID IN USD TO OWNER'S NOMINATED BANK ACCT #/I 3 BKG DAYS A/COL,
'FREIGHT PREPAID' 'CLEAN ONBOARD' BS/L AND TO BE RELEASED TO SHIPPER AT
LOADPORT, AFTER FRT HAS BEEN RBCVD.

FRT TB REGARDED EARNED AS CQD TAKEN ON BOARD DISCOUNTLESS N
NON-RETURNABLE WHETHER VSL AND/OR CQD LOST OR NOT LOST

9/ IF MATE'S RECEIPT HAVE ANY REMARKS, CHRS TO ISSUE SINGLE LOI FOR CLEAR BS/L
(IF NECESSARY) WITH OWNER'S PNI CLUB WORDINGS WITHOUT BANK ENDORSEMENT.

10/DUE TO CQD LOAD / DISCHARGE, DETENTION CL TO BE APPLIED.
CHRS TO REMAIN LIABLE FOR DAMAGES FOR DETENTION SHOULD CHRS/SHIPPERS/
RECEIVERS FAILS TO ARRANGE FOR ALL CARGO, DOCUMENTATION, CLEARANCE PROCEDURES,

(A)

UPON VSL'S ARRVL AT LOAD PORT / DISCHARGE PORT.
 DETENTION TIME TO COMMENCE TO COUNT AFTER NO. R. TENDERED ANY TIME, DAY, NIGHT.
 SINCE
 IN THE PERIOD OF LAYCAN AND DETENTION CL., AS PER
 GENCON CP 1994.
 DETENTION RATE : TO BE MUTUALLY AGREED UPON PERFORMING VSL IS NOMINATED.

DETENTION, IF ANY, TO BE SETTLED WITHIN 20 DAYS AFTER COMPLETION OF LOADING OR
 DISCH.
 AS THE CASE MAY BE WITH SUPPORTING DOCS (NOR/SOR/TIMB SHEET, ETC...) WITH
 MUTUALLY AGREED.

11/CCO RELEASE AT DISCHPORT ONLY AGAINST ORIGINAL BS/I. OR RCVR' BANK GUAR.
 12/PART CARGO ALLOWED
 13/LASHING/SECURING/DUNNAGE CHARGES & MATERIALS TO BE FOR CHRS A/C N ARRANGEMENT
 AND TO BE PERFORMED TO MASTER'S SATISFACTION.

14/SMORE CRANES/FLOATING CRANE TO BE FOR CHRS A/C & ARRANGEMENT AT DISCHPORT
 IF VSL GEAR IS OUT OF ORDER. VESSEL IS GEARLESS.

15/ANY LIGHTENING/LIGHTERAGE DUE TO VSL'S LOA/DRAFT EXCEEDING PORT'S LIMITATION
 TO BE FOR OWNERS' ACCT.

16/OWNS AGENT AT LOADPORT & DISCHPORT.

17/THD VESSEL IS EQUIVALENT TO 100A1 IN LLOYDS REGISTER. THE VESSEL IS ENTERED
 WITH THE P AND I CLUB

18/OAP IF ANY TBF CHRS A/C
 19/TAXES/DUES ON CCO TBF CHTRS ACCT, SAME ON VSL/FRT TBF CHRS ACCT.

20/SHIPSIDE TALLY TBF CHRS A/C, SHORE SIDE TALLY TBF CHTRS A/C
 COMPULSORY TALLY AT LOADPORT TBF CHRS A/C.

21/THE STEVEDORES, ALTHOUGH APPOINTED BY CHARTERERS OR SHIPPERS OR THEIR AGENTS,
 TO BE UNDER THE DIRECTION AND CONTROL OF THE MASTER. CHARTERERS OR
 SHIPPERS SHALL NOT BE RESPONSIBLE FOR THE ACTS AND DEFAULTS OF THE
 STEVEDORES. ALL CLAIMS FOR DAMAGES ALLEGEDLY CAUSED BY STEVEDORES TO BE
 SETTLED DIRECTLY BETWEEN STEVEDORES AND OWNERS. MASTER TO NOTIFY
 STEVEDORES OF DAMAGE, IF ANY, IN WRITING WITHIN TWENTY FOUR (24) HOURS OF
 OCCURRENCE. CHARTERERS TRY UTMOST TO ASSIST THE SETTLEMENT.

22/VSL NOT TO BE DRY DOCK DURING THIS VOY CHARTER
 23/ARBITRATION IN HONG KONG WITH ENGLISH LAW TO BE APPLIED
 24/TOTAL 3.75 PCT (2,5 ADCOM)

25/SUBJ 24 HR STEM TO BE LIFTED BY 1800 HR HKG TIME 3RD AUG 2006 (THUR.,)
 26/SUBJ 24 HR FOR ACCEPTANCE OF PERFORMING VSL AFTER NOMINATION IS MADE BY CHRS.
 27/WISE AS PER MY MASTRO GIORGIOS /CP DATED 23RD MAY 2006 WITH GENCON 1994
 END REGD.

PLS KINDLY LIFT STEM BY 1800 HR HKG TIME 3RD AUG 2006 (THUR.,) ON TIME.
 PLS KINDLY ADV THE SIZE / LENGTH OF THE PLATE, PACKING LIST , TKS.



Ex.C

mail@ocean-wide.net

Von: Davis Leung Janfari@anfari.com.hk
Gesendet: Freitag, 11. August 2006 05:56
An: IDD/OCEANWIDE
Cc: ANFARI
Betreff: Fw: KAO /SETUBAL SHIPMENT

11/A to day before end KAO

21/11/2006

11 AUG 2006

INO/DAVIS

----- Original Message -----

From: winmax kao
To: susie ; Davis Leung
Sent: Friday, August 11, 2006 11:27
Subject: KAO /SETUBAL SHIPMENT

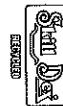
DEAR SIR.

JUST RECEIVED A INFORMATION FM COUNTER THAT, RECEIVER CANCELLED THIS SHIPMENT DUE TO THEY DO NOT AGREE TO EXTEND L/C THU. 14/AUG. 2006(LAST SHIPMENT DAY IS 15/AUG. 2006).

PLS DO NOT ARRG VSL TO KAOSHING TO AVOID ANY LOSE FOR BOTH ENDS.

B.R.GDS!!
Kent Hsieh
Winmax Maritime Corp.
Tel:886-7-8159271
Fax:886-7-8155950
E-Mail:winmaxkh@msn17.hinet.net
kent_hsieh@winmax.com.tw
M/P:886-939502782
Website:www.winmax.com.tw
MSN:KENTHSIEH156@HOTMAIL.COM

12.12.2006



Ex D

Betreff: HO FENG – CALCULATION

TBN:

43.474 mts DWAT on 11.319 m draft
 speed/consumption 12.8 kn on abt 23 mts IFO 180 plus 2 mts MDO
 Consumption in Port (working) 2.5 mts MDO

Bunker prices IFO 180 = USD 350 MDO = USD 680

Cargoes:

5.100 mts plates @ USD 67,- less 5 pct Comm Shanghai / Bilbao	= USD 324.000
14.000 mts coils @ USD 49,- less 5 pct Comm Kaohsiung / Setubal	= USD 651.700
23.000 mts wire rod in coils @ USD 60,- less 5 pct Comm Huangpu / Bilbao	= USD 1.311.000

Total	USD 2.286.700
--------------	----------------------

The vessel was fixed basis dop Nantong - then the calculation would be as follows:

1 day positioning to Shanghai
 3 days loading at Shanghai
 3 days passage via Ishigaki to Kaohsiung
 4 days loading at Kaohsiung
 2 days passage to Huangpu
 6 days loading at Huangpu
 32 days passage to Setubal
 3 days discharge at Setubal
 2 days passage to Bilbao
 6 days discharge Bilbao
 62 days in total

62 x USD 22.000,- less 3.75pct adcom	USD 1.312.850
D/A SHANGHAI	25.000
D/A Ishigaki	5.000
D/A Kaohsiung	15.000
D/A Huangpu	35.000
D/A Suez	150.000
D/A Setubal	30.000
D/A Bilbao	50.000
Bunker:	
40 days x 23 ts x USD 350	325.000
135 mts MDO x USD 680	95.000
P+I / Supercargoes etc	30.000

Total	USD 2.072.850
--------------	----------------------

Estimated Profit	USD 213.850
-------------------------	--------------------



Ex. E

page 2 of 2	fax to:	Ho Feng Maritime Co. S.A.	dated:	23 July 2007
		Cargo Quantity	Freight	Total
Cargo quantity (MT)		5128.223	\$67.00	343,590.94
Less commission at 3.75%				12,884.66
Total freight receivable				330,706.28
Sublet cargo quantity (MT)		5128.223	\$66.00	338,462.72
Less commission at 1.25%				4,230.78
Total freight received for sublet cargo				334,231.94
Less QDA fee				-5,000.00
Less demurrage				-32,447.55
				296,784.39
Loss to Owner				<u>-33,921.89</u>

3 - SUBJECT

mail@ocean-wide.net

Von: Davis Leung [mailto:davis@ahfari.com.hk]

Gesendet: Mittwoch, 29. August 2006 14:21

An: DD/OCEANWIDE

Betreff: Fw: RECAP (IMT) - MV HABIBE ANA / 5000 MTS STEEL PLATE - SHANGHAI (REGION NBR. 10) / BILBAO

INFO/DAVIS

=MV HABIBE ANA =/ ACC IMT SHIPPING + CHARTERING
5000 MTS 5 PCT MOLCHOPTN HR PLATES
SHANGHAI (REGION NBR. 10) / BILBAO , SPAIN
LYCN 39 aug - 7 sept 2006

THE FIXTURE RECAP

ALL NEGOTIATIONS/EVENTUAL FIXTURE TO BE KEPT STRICTLY PRIVATE AND CONFIDENTIAL

DISP., OWNER: DAEWOO LOGISTICS / SEOUL
ACCT: IMT SHIPPING & CHARTERING / DUESSELDORF, GERMANY

PERFORMING VSL :-

MV HABIBE ANA
BLT 1985 - TURKISH FLAG - STD - BG
DWT SUMMER : 43474 OR 11,310
GRT : 26045 / NRT: 13604
LOA : 185.00 M / DECK : 30.40 M
TEC : 19.60 MTR AT SUMMER DRAFT
GR/BM : 1.092,667 CWT / 1.848.256 CWT
TYPE OF H. COVER : MC GREGOR STEEL FOLDING TYPE.
ITCH SIZE : NO1 : 19.00 X 15.30 NOZ.3,1,3 : 20.00 X 15.30 MTR
3HD/SHA 4 X 25 MTS CHAMPS
CLASS : LR / PANDI CLUB : NORTH OF ENGLAND
ADA

VSL ETAID NANJING 23/27 AUG
ETAID ZHANGJIAGANG 27/29 AUG
ETAID CHANGSHU 29/30 AUG
ETAID SHANGHAI 30/31 AUG
WP AGW

PART CGO BABIS

2/ 5,000 MT 5 PCT MOLCO HOT ROLLED PLATES (PACKING LIST HAS BEEN PROVIDED)

3/ LOADING PORT : 1SBP SHANGHAI - BERTH NBR. 10
VSL'S ARRVL DRAFT 9.6M , SAILING DRAFT 10.5 M

4/ DISCHARGING PORT : 1SBP BILBAO, SPAIN - DWR'S BERTH

5/ LYCN: 30 AUG - 7 SEPT., 2006

23.08.2006

(J)

6/ L/RATE: 2500 MTS SHINC (INTENTION HOLD NO.1 - AFTER PART)
4000 MTS SHINC (IF BASIS 2 HOLDS). OWNERS TO DECLARE THEIR
INTENTION BY TOMO - 24 AUG 2006
D/RATE: CQD DISCHARGE
7/ FREIGHT USD66.- PMT PIOS L/S/D BSS 1/1

8/ FULL FRT TB PAID IN USD TO OWNERS NOMINATED BANK ACCT WI 3 BKG DAYS
ACQ.
'FREIGHT PREPAID' 'CLEAN ONBOARD' BS/L AND TO BE RELEASED TO
SHIPPER AT LOADPORT, AFTER FRT HAS BEEN RECD.

FRT TB REGARDED EARNED AS CGO TAKEN ON BOARD DISCOUNTLESS N
NON-RETURNABLE WHETHER VSL AND/OR CGO LOST OR NOT LOST

9/ IF MATE'S RECEIPT HAVE ANY REMARKS, CHRS TO ISSUE SINGLE LOI FOR
CLEAN BS/L
(IF NECESSARY) WITH OWNERS PNI CLUB WORDINGS WITHOUT BANK
ENDORSEMENT.

10 DEM/DES : USD 22,000 DHD WTS

DETENTION : USD 22,000 PDPR
CHRS TO REMAIN LIABLE FOR DAMAGES FOR DEMURRAGE/DETENTION
SHOULD
CHRS/SHIPPERS/RECEIVERS FAILS TO ARRANGE FOR ALL
CARGO DOCUMENTATION,
CLEARANCE PROCEDURES UPON VSL'S ARRVL AT LOAD PORT / DISCHARGE
PORT.
DEMURRAGE/DETENTION TIME TO COMMENCE TO COUNT AFTER N.O.R.
TENDERED
ANY TIME, DAY, NIGHT, SHINC IN THE PERIOD OF LAYCAN AND DETENTION
CL.
AS PER GENCON CP 1994.

DEMURRAGE AT LOADPORT TO BE SETTLED TOGETHER WITH OCEAN FRT,

DETENTION, IF ANY, TO BE SETTLED WITHIN 20 DAYS AFTER COMPLETION
OF DISCH WITH SUPPORTING
DOCS (NOR/SOF/TIME SHEET, ETC...) WITH MUTUALLY AGREED.

11/CGO RELEASE AT DISCHPORT ONLY AGAINST ORIGINAL BS/L OR RCVR'
BANK GTEE.

12/PART CARGO ALLOWED

13/LASHING/SECURING/DUNNAGE CHARGES & MATERIALS TO BE FOR CHRS
A/C N ARRANGEMENT
AND TO BE PERFORMED TO MASTER'S SATISFACTION.

14/SHORE CRANES/FLOATING CRANE TO BE FOR CHR'S A/C & ARRANGEMENT
AT DISCHPORT

IF VSL GEAR IS OUT OF ORDER. VESSEL IS GEARLESS.

15/ANY LIGHTENING/LIGHTERAGE DUE TO VSL'S LOAD/DRAFT EXCEEDING
PORT'S LIMITATION
TO BE FOR OWNERS' ACCT.

16/CHRS AGENT AT LOADPORT, SHANGHAI

MINSHENG INTERNATIONAL SHIPPING AGENCY COMPANY LIMITED
ADDRESS: 6/F, NO.2137 HAIJING ROAD, SHANGHAI, CHINA
TELE: (021) 63247848 (DIRECT LINE); E: 021-63568218 EXT 209, 244, 216
FAX: E: (021) 63560380
TELEX: 33352 MSSCO CN
PUBLIC E-MAIL: MSSHAGENCY@163.NET
VICE OPERATOR: MANAGER LIU ZHEN EXT 209 (MP: 13916149746)
BOARDING: MR. WANG XIN JIENG (MP: 13301663709)
VICE GENERAL MANAGER: MR. TONG ZHI ZHONG EXT 216

OWRS AGENT AT BILBAO

17/ THE VESSEL IS EQUIVALENT TO 100A1 IN LLOYDS REGISTER. THE VESSEL IS ENTERED WITH THE P AND I CLUB

18/OAP IF ANY TBF CHRS A/C

19/TAXES/DUES ON CGO TBF CHTRS ACCT, SAME ON VSL/FRT TBF OWRS ACCT.

20/SHIPSIDE TALLY TBF OWRS A/C, SHORE SIDE TALLY TBF CHTRS A/C.
COMPULSORY TALLY AT LOADPORT TBF OWRS A/C.

21/ THE STEVEDORES, ALTHOUGH APPOINTED BY CHARTERERS OR SHIPPERS OR THEIR AGENTS,

TO BE UNDER THE DIRECTION AND CONTROL OF THE MASTER.

CHARTERERS ARE

RESPONSIBLE FOR THE ACTS AND DEFAULTS OF THE STEVEDORES. ALL CLAIMS

FOR DAMAGES ALLEGEDLY CAUSED BY STEVEDORES TO BE SETTLED DIRECTLY

BETWEEN CHTRS AND OWNERS. MASTER TO NOTIFY STEVEDORES OF DAMAGE, IF ANY.

IN WRITING WITHIN TWENTY FOUR (24) HOURS OF OCCURRENCE.

CHARTERERS TRY UTMOST

TO ASSIST THE SETTLEMENT AND CHTRS ARE ULTIMATELY RESPONSIBLE FOR STEVEDORE DAMAGE.

22/VSL NOT TO BE DRY DOCK DURING THIS VOY CHARTER

23/ARBITRATION IN HONG KONG WITH ENGLISH LAW TO BE APPLIED

24/TTL 1.25 PCT TO ANFARI SHIPBROKING HKG.

25/SUBJ 24 HR STEM/SHIPPER/RECEIVER'S APPROVAL WHICH TO BE

LIFTED AFTER FIXING MAINT'NS.

27/SUB CHRS P/F C/P

END RECAP.

TRUST RECAP AS ABV IN GOOD ORDER.

TKS/RGDS
DAVIS LEUNG - DIR TEL: (852) 2851 3233
MOB (852) 9880 1895
MSN: davis_leung@hotmail.com

DAEWOO LOGISTICS CO.,LTD.

5TH FL, DAEWOO CENTER BLDG. 51 NAMDAEMUNNO 5, CHUNG-KU, SEOUL, KOREA
TEL : (82-2-759-3701/3702/3703 FAX : (82-2-759-2684 TEL : K 35018 DWLOG E-MAIL : XMMD@DAEWOO.COM

INVOICE

MESSERS : IMT SHIPPING & CHARTERING / DUESSELDORF, GERMANY

VESSEL : MV HABIBE ANA V.001

CARGO : STEEL PLATE 5,128.223MT

I/PORT : SHANGHAI, CHINA

D/PORT : BILBAO, SPAIN

SAILING DATE : 10TH SEP. 2006

INVOICE NO. : DWLHA00-06

B/L NO. SHHBLBHEBA608001

ISSUE DATE : 2006.09.12

PARTICULARS	DEBIT	CREDIT
► SHANGHAI - BILBAO 5,128.223 MT X USD66 PMT (LESS) BROKERAGE 1.25 %	USD4,230.78	USD338,462.72
► DEMURRAGE		USD 32,447.55
SUB-TOTAL	USD 4,230.78	USD370,910.27
BALANCE DUE TO OWNER/R	USD366,679.49	
GRAND TOTAL	USD366,679.49	USD366,679.49

BANK ACCOUNT

BENEFICIARY BANK : KORAM BANK,
KORAM BANK, DAEWOO CENTER BRANCH, SEOUL, KOREA

SWIFT CODE : KOAMKR5B

ACC NO : 167-00161-430 (USD)

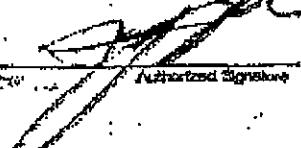
CORRES BANK : CITIBANK, N.A. NEW YORK

SWIFT CODE : CITSUS93

BENEFICIARY : "DAEWOO LOGISTICS CO.,LTD"

RE : MV HABIBE ANA IMT SIFG

DAEWOO LOGISTICS CO.,LTD.



Authorized Signature

VESSEL'S DESCRIPTION

ALL DETAILS BELIEVED TO BE TRUE AND GIVEN IN GOOD FAITH, BUT WITHOUT GUARANTEE

GENERAL

Name	MV "HABIBE ANA"		
Name / Nationality of Master	: Capt. Orhan Senturk	Turkish	
Type	: Geared Singledecker / Bulk Carrier		
Previous Names	: ex MV "OCEAN CARRIER"		
Call Sign	: TC 3 D		
Sat.-Com. Telex	: 427 113 430		
Sat.-Com. Phone	Fax	:	
Internet E-Mail		: 427113430@INMC.EIK.COM	
Port of Registry	Flag	Reg.-No.	: Istanbul Turkey 7269
Build Month / Year			: 1985
Builders	Name		: Tsuneishi Shipbuilding Co. Ltd.
	City / Country		: Japan
Length Overall		: 185.84 mtrs	
LBP		: 177.97 mtrs	
Breath Overall		: 30.40 mtrs	
Depth Moulded		: 16.20 mtrs	
Height from Keel to Highest Point		: 47.00 mtrs	
Height from Waterline to Hatchcoamin Light		: 18.00 mtrs	
	Ballasted	: 14.00 mtrs	
	Loaded	: 10.00 mtrs	
Max. Airdraft	Light	: 41.50 mtrs	
	Ballasted	: 38.00 mtrs	
	Loaded	: 36.00 mtrs	
GRT / NRT International		: 26,046.000	13,684.000
GRT / NRT Panama		: 26,738.000	20,624.000
GRT / NRT Suez		: 25,964.000	23,385.420
Summer-	DWAT / Draft / TPC	: 43,474.000	11.319 49.60
	DWAT on 10,00 mtrs	: 36,867.000	
	DWAT on 9,50 mtrs	: 34,445.000	
	DWAT on 9,00 mtrs	: 32,042.000	
	DWAT on 8,00 mtrs (LAKES)	: 26,620.000	
	DWCC on 8,00 mtrs (LAKES)	: 24,920.000	
	DWAT on 7,90 mtrs	: 16,812.000	
Tropical-	DWAT / Draft / TPC	: 44,643.000	11.554
Winter-	DWAT / Draft / TPC	: 42,309.000	11.084
Fresh Water Allowance			: cms
Lightweight Displacement		: 8,206.000	mtons
Constants excluding Fresh Water		: 350.000	mtons

ENGINE ROOM

Main Engine		: Mitsui B&W	
Bowthruster		: .:	bhp
Speed Laden			: 12.8 knots
Consumption at Sea	IFO		: 23.0 mtons
	MDO		: 2.0 mtons
Consumption in Port (Working)	IFO		: 0.0 mtons (24 HOURS)
	MDO		: 2.5 mtons (24 HOURS)
Consumption in Port (Idle)	IFO		: 0.0 mtons
	MDO		: 2.0 mtons
Speed in Ballast		: 13.0 knots	
Consumption at Sea	IFO		: 21.5 mtons

	MDO	2.0 mtons
Grade of IFO	: 380 CST	RMG 35, Vanadium 300 mg/kgs
Grade of MDO	: MGO	DMA
Capacity of IFO-Tanks	: 1,650.000	mtons
Capacity of MDO-Tanks	: 300.000	mtons
Fresh Water Capacity	: 350.000	mtons
Fresh Water Evaporator	: 10.000	mtons per day
Fresh Water Consumption	: 10.000	mtons per day
Sewage Tank available	: YES	
Ballast Capacity	: 11,845.000	cbm
De-Balasting Speed		cbm per Hour

INSURANCE

Headowner	Name	: <i>Icdas Celik Enerji ve Tersane Ulasim S.A.</i>
	City / Country	: <i>Istanbul Turkey</i>
Headowners P+I-Club		: <i>North of England</i>
Disponent Owner	Name	: <i>/</i>
	City / Country	: <i>/</i>
Disponent Owners P+I-Club		: <i>/</i>
Manager	Full Style	: <i>Mardeniz Shipping Managements Co.</i>
	Street	: <i>Büyükcelmele</i>
	ZIP-Code / City	: <i>TR - 34900 Istanbul</i>
	Phone	: +90 / 212 / 875 2732
	Fax	: +90 / 212 / 875 2738
	E-Mail	: <i>MARDENIZ@SUPERONLINE.COM</i>
	Person in Charge	: <i>Mr. Umit Akman</i>
T/C Owner		: <i>Log-O-Mar</i>
T/C Owners P+I-Club		: <i>The Steamship Mutual Underwriting Association Ltd., London</i>
Classification Society		: <i>Lloyd's Register of Ships</i>
Class		: <i></i>
Ice Strengthened?		: <i></i>
Hull Underwriters		: <i>Anadolu Sigorta</i>
H&M-Value		: <i>USD 11,000,000.00</i>
Full ITF-Covered		: <i></i>
ISM-Certificate		: <i>YES</i>
Type of Cargoes during last three Voyages		: <i></i>

CARGO SPACE

Gear		: 4 Cranes
S.W.L.		: 25.000 mtons
Outreach		: 6.80 mtrs
Position of Cranes/Derricks		: Aft of Hold No. 1, 2, 3 and 4
No. of Grabs		: <i>/</i> <i>/ cbm</i>
HOLD / HATCHES		
Hatch Dimensions	(L X W)	
		: No. 1 : 19.20 15.30 mtrs
		: No. 2 : 20.80 15.30 mtrs
		: No. 3 : 20.80 15.30 mtrs
		: No. 4 : 20.80 15.30 mtrs
		: No. 5 : 20.80 15.30 mtrs
Hatchcover Type		: <i>MacGregor</i>
Height of Hatchcoaming		: 2.80 mtrs
Hold Dimensions	(L X W)	
		: No. 1 : 22.20 12,00 / 24,00 mtrs
		: No. 2 : 27.20 24.00 mtrs
		: No. 3 : 27.20 24.00 mtrs
		: No. 4 : 27.20 24.00 mtrs
		: No. 5 : 27.20 24,00 / 12,00 mtrs

Height of Hold		17.00 mtrs
Flat Bottom Dimensions (L X W)	No. 1	20.10 9,00 / 17,70 mtrs
	No. 2	20.40 17.70 mtrs
	No. 3	20.10 17.70 mtrs
	No. 4	20.10 17.70 mtrs
	No. 5	20.70 15,00 / 8,40 mtrs
are Holds Unobstructed	:	YES
are Holds Hoppered	:	YES
DECKSTRENGTH ON:		
Main-Deck	:	3.300 mtons per sqm
Hatchcovers	:	2.000 mtons per sqm
Tweendeck	:	. mtons per sqm
Tanktop	No. 1	21.940 mtons per sqm
	No. 2	21.940 mtons per sqm
	No. 3	22.750 mtons per sqm
	No. 4	21.940 mtons per sqm
	No. 5	21.940 mtons per sqm
Strengthened for alternate Loading	:	Holds No. 2 and 4 may be empty
Strengthened for Heavy Cargoes	:	YES
Grain Cubic Breakdown	No. 1	9,914.100 cbm
	No. 2	11,113.500 cbm
	No. 3	11,126.700 cbm
	No. 4	11,006.900 cbm
	No. 5	<u>10,372.500 cbm</u> <u>53,533.700 cbm</u>
Bale Cubic Breakdown	No. 1	9,595.000 cbm
	No. 2	10,822.700 cbm
	No. 3	10,837.800 cbm
	No. 4	10,834.800 cbm
	No. 5	<u>10,190.300 cbm</u> <u>52,280.600 cbm</u>
CO2 Fitted?	:	YES
Hold Ventilation	:	YES
Deck Stanton Fitted?	:	NO

Panama Canal Fitted?	:	YES
Suez Canal Fitted?	:	YES
Great Lakes Seaway Fitted?	:	NO
Grain-Carriage Fitted (Chpt IV, Solas 1974)?	:	YES
Australian Hold Ladder Fitted?	:	YES
Suitable for Grab Discharge	:	YES

GA / CAP	:	
----------	---	--